

# ***THE B&O MODELER***

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**MODIFYING THE BACHMANN SPECTRUM CONSOLIDATION TO  
MORE CLOSELY RESEMBLE A B&O CLASS E-27**

**2008 ANNUAL CONVENTION MODEL CONTEST**

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**Cover Photos – Top, Bachmann Consolidation – Greg LaRocca photo. Bottom, Brass I-12 Model – John Teichmoeller photo.**

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## **AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY**

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of annual memberships are available, Regular memberships are only \$35.00. If you would like to join, visit the website, <http://borhs.org/Membership/membership.html> to fill out a membership application, print a copy and mail it to:

**B&ORRHS  
ATTN: Membership  
P.O. Box 24068  
Baltimore, MD 21227-0568**



HO scale Harpers Ferry Station. Mark Bandy Model and Photograph.



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## MODEL PRODUCT NEWS

### CLARK CONE

#### HO Scale

**Harpers Ferry Station kit, MJB Models, <http://www.mjbmodels.com/>, [mjbmodels@verizon.net](mailto:mjbmodels@verizon.net)**

MJB Models is taking reservations for a limited production Harpers Ferry Station kit. Unveiled at the Brunswick Mini Convention on August 8th and shown more recently at the recent Timonium Great Scale Model Train Show. The price is \$280.00 with a 50% reserve down payment required. The kit includes the east bound main station with original tower, west bound shelter and the subway bulkhead under the track plus instructions and layout plan. This is a one time production to those who reserve. The estimated release will be late November-early December so get your reservation in today.



Mark Bandy Photograph

#### **Concrete Phone Booth, Will Jamison, 355 Montgomery Road, Rising Sun, MD 21911**

The concrete phone booth is available in the small size. (2'3" wide side) finished in either raw resin, gray primer, or concrete. More will be coming, including the larger shack (2'9" wide side), a concrete pole for wire, and the square concrete booth. Retail price is \$7.50 per booth.



Will Jamison Photograph

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## UPDATES AND ERRATA

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## MODEL PRODUCT REVIEWS

EDITOR NEEDED

### HO Scale

#### Model Railroad Warehouse C-15 Etched Brass Car Sides

By John Teichmoeller *Photography by the author.*

#### The Prototype and Previous Modeling Efforts

The B&O's class C-15 express car was a distinctive piece of rolling stock and one that can be seen in many photos of B&O passenger trains. Serious B&O passenger train modelers definitely need this car. It has been produced in two brass runs over the years (Pro Custom Hobbies and MTS Imports, Inc.). Moreover, the September/October 2005 edition of *The B&O Modeler* had not one but two approaches to kitbashing this car, one by Sam Romerstein, the other by Doug Hunt. Each approach, as kitbashing often does, involved compromises.



C15 at Cleveland, OH, May 17, 2008. John Teichmoeller photo.

At first blush, the old MDC Harriman baggage car looks like it is close, but upon further study it will be seen there are many differences. At least effective and decent looking distinctive Pressed Steel Car trucks are available from Bethlehem Car Works. And one prototype still exists, penned up in a corner south of the Clark Ave. roundhouse in Cleveland, I am told it is owned but not wanted by the B&O

Museum, on the property of the Midwest Railway Preservation Society. The car was so badly rusted I could not decipher its road number.

Now I don't model the B&O's passenger era, so why should I care? Well, since these cars were sturdily built and since the B&O was thrifty and resourceful, the cars found various uses in post-passenger days including as scale test tool cars and various other company service duties. My most familiar example was the one that was painted silver that sat at the east end of the TOFCEE tracks at Pittsburgh's Grant St. Station, visible from the Parkway East (and of course I never photographed it). I purchased the MTS brass car, but I can't force myself to defile the paint job and grind holes in the sides for windows. So I am looking for a cheap and easy (or easier) way to have one or more of these cars for various company service roles. Messrs. Romerstein and Hunt's techniques, if combined, could provide the desired result—almost. I was concerned about my ability to effectively render those sides with all the rivets.

#### The Model

Some years ago Merle Rice at the Model Railroad Warehouse/Wabash Valley Models/Red Ball/etc. was contemplating producing the C-15. Postings on the B&O Yahoo list indicated that the photo etched brass sides had already been executed and that the car was supposed to be on the market in the spring of 2006 or was it 2007. So I went to their website, <http://mrrwarehouse.com/> and saw that while the complete car was not available, the sides were, so I ordered them for \$35 plus \$10 shipping and paid with Paypal. They arrived two days later, a pleasant surprise. Also in the interim I received an e-mail indicating a correction (reduction) in the shipping charges to \$5, another pleasant surprise.

A scan of the sides accompanies this article, reproduced with the permission of Merle Rice. My comments on them are first and foremost, they appear to be of the correct size. There is no shortage of C-15 photos available. Three have appeared in *The*



*B&O Modeler* and a number of others appeared in the Second Quarter 2006 *The Sentinel*. Let me add a couple of other observations on the execution of details:

Belt Rail—the brass sides represent this “in relief” as a separate part that is designed to be cemented in a groove etched into the side. Nicely done.

Vertical splice plates—on the prototype these are the vertical strips that are located over the inboard wheel sets. On the etched sides, these are simply rendered with their outer edges showing as raised lines. Honestly, when I look at the prototype photos, I don’t really see a problem here.

Letterboard—similarly, on the prototype, this appears to be slightly raised above the plane of the side. On the etched brass sides, there is simply a thin line at the top and the bottom to represent this piece. Again, as far as I am concerned, this is close enough.

The etching sheet also includes a longitudinal roof profile and a horizontal roof contour sheet—I guess you could start with these to make carving patterns

for a properly contoured roof, which the Harriman car isn’t. Also, the sill steps are etched into the sides which means they won’t come unglued. Six grabiron holes are also etched open, saving blistered fingers and broken drill bits.

Sam made some modifications to the MDC car’s end, while Doug left it alone. I think John Green of Bethlehem Car Works told me he has a soft metal end casting in his line that may be close to correct, perhaps with less work than the MDC end. Now, about that roof.....

Doug Hunt indicated he was already building a C-15 using these brass sides, but he has not reported on his project in *The B&O Modeler*, so maybe this brief review of the sides will flush him out. When Doug shows us how he executed the car with the brass sides, I may charge in on mine! Meanwhile, I did photograph the underframe of the Cleveland car in May of 2008, and it seemed to closely match the MTS version of the car (with Duryea underframe). If anyone is interested in these photos, contact me at [rmighpr@comcast.net](mailto:rmighpr@comcast.net).

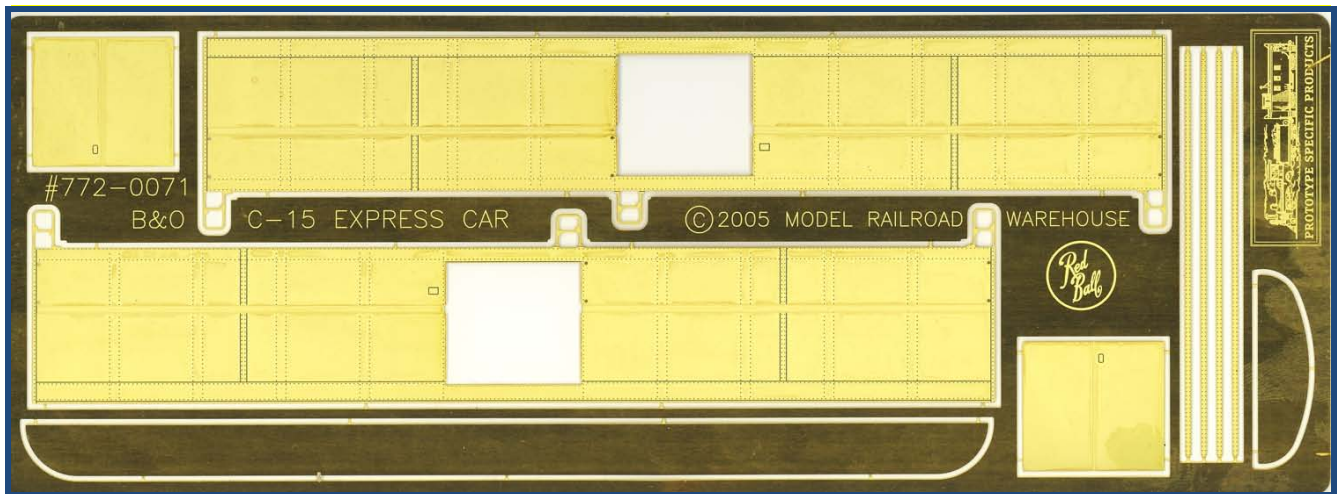


Image used with permission of Model Railroad Warehouse.

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# MODIFYING THE BACHMANN SPECTRUM CONSOLIDATION TO MORE CLOSELY RESEMBLE A B&O CLASS E-27

BY: GREG LARocca

PHOTOS BY AUTHORS UNLESS OTHERWISE SPECIFIED.



## Introduction

Since its introduction, the Bachmann Spectrum 2-8-0 Consolidation has been a popular model with HO scale modelers. And why not? It is a well-proportioned representation of a late-model Baldwin 2-8-0, with good detailing, and one of the smoothest mechanisms ever. However, the engine, although of the same proportions as a B&O E-27 class consol, has some major detailing differences. This photo essay shows changes I made to my 2-8-0, to give it a closer B&O "look". I started with an undecorated, painted model so that I could number it to whatever engine I chose to model. After looking at numerous photos in a bevy of B&O steam locomotive books, I selected #2784, an E-27ca, as my subject. Of course, this is one of the numbers Bachmann has offered on their model!

## The Prototype

For a time in the late 19th and early 20th centuries, the 2-8-0 was "THE" freight locomotive, on the B&O, as well as other roads. The E-27 class was the largest one on the B&O, with 296 in service on

January 1, 1938. Classes ranged from E-27 to E-27z, (with a few missing). The E-27ca was the largest sub class, with 112 in service as of January 1, 1938. Some of the original E-27s were converted into 0-8-0s, with 112 of this subclass in service as of January 1, 1938. One was even converted into a 2-8-2, class Q-odda.

The original locomotives were equipped with slide valves and Stevenson valve gear. Later sub classes used piston valves, with Baker, Stevenson, or Walshaerts valve gear. One even had Caprotti poppet valves, and 2 were equipped with water tube fireboxes.

## The Model

I have not provided a list of parts at the end of this article, since many came from my scrap box. A perusal of the Walthers catalog will turn up much of what you need, as will reading other steam locomotive modeling articles that have appeared in *The B&O Modeler*.







The first, and most important change, is to move the headlight from the smokebox front center to the smokebox front top. This was easily done by gently rocking the entire headlight and bracket casting back and forth until it popped off the smokebox. I then filed the back of the bracket flush, and glued it onto the top of the smokebox front. The hole left in the center of the smokebox front was covered by the Cal Scale B&O plate, while the lower slot that the bracket fitted into was filled with a piece of styrene strip jammed into place, and then painted with a 1:1 mixture of Floquil Graphite and Silver. The markers on top of the smokebox were pulled free and discarded, and a pair of plastic USRA markers left over from an Athearn Mikado or Pacific was added to the Smokebox front at the 2 o'clock and 10 o'clock positions. Cal Scale makes suitable brass castings, as do other manufacturers. The headlight and markers then had MV Lens of appropriate sizes fitted.

I then turned my attention to the pilot deck. Missing from almost all two-wheeled pony truck engines is the pony truck spring housing, which is located centered above the pony truck axle on the pilot deck. I made mine from the strange brake-cylinder like dodad included in the Athearn twin-bay hopper kit. I simply cut one end off, and glued it onto the deck. You can probably make something similar using Evergreen or Plastruct tubing; I believe PSC makes a casting also. The toolbox on the fireman's side of the pilot is from a Bachmann Spectrum Climax. A similar box could be fabricated from Evergreen scribed siding.

The final changes to the front of the loco were the addition of a Kadee #58 "whisker" coupler, and a Cal Scale bell on the boiler top in place of the anemic casting provided by Bachmann.





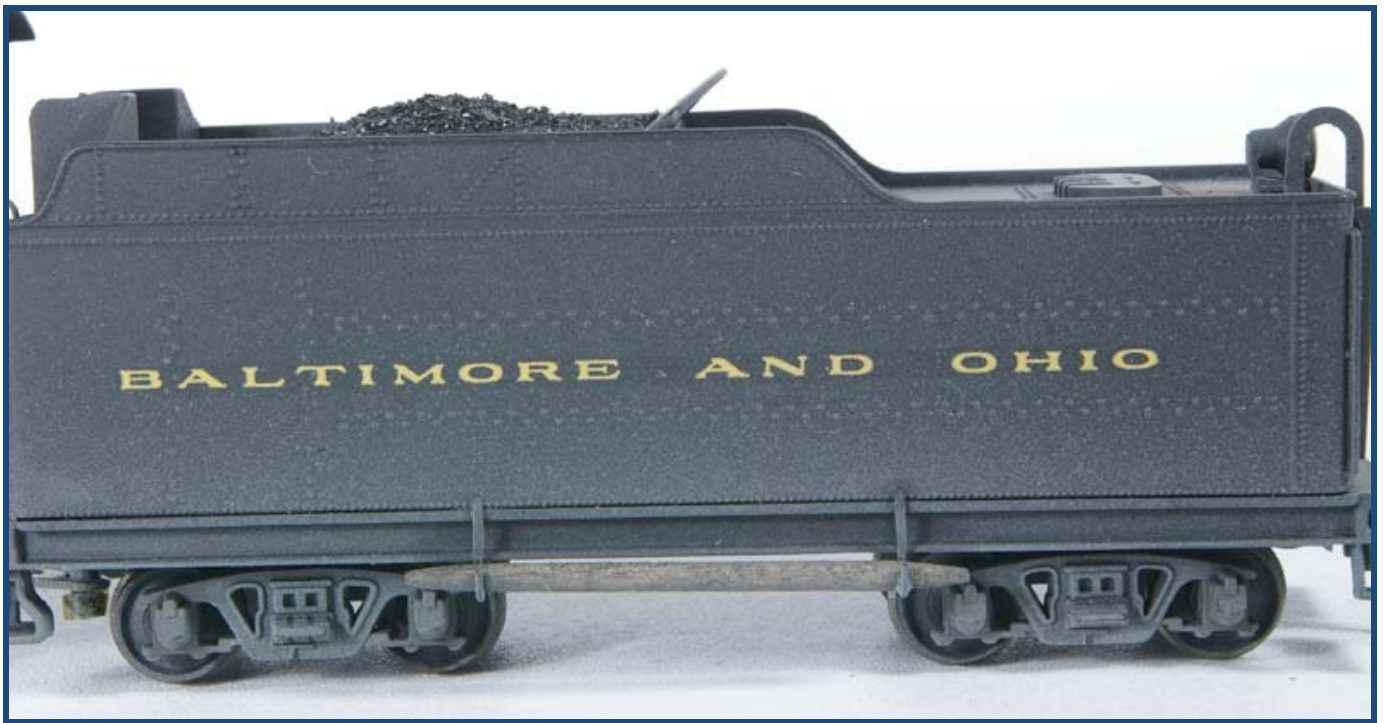
The next change, and one that says “B&O” equally with the high headlight and B&O plate on the front end, is the addition of a head end brakeman’s shelter to the fireman’s side of the cab. Not all E-27’s had these installed; I made sure that engine 2784 did by checking prototype photos. At least one E-27 had a shelter mounted on the tender deck. Quoting from my article, “T for Two” in the Jan/Feb, 2008 issue of *The B&O Modeler*:

[U]sing 0.020” styrene, make a side piece, 1 ¼ x 1 ½ scale feet; a back, 1 ¾ x 4 scale feet; and a roof and floor, each 1 ½ x 1 ¾ scale feet. Now, glue the floor to one end of the back. Glue the edges of the side into the “L” formed by the floor and back. Finally, glue the roof onto the other end of the back. When the shelter is dry, gently sand the seams to blend everything together to look like one piece. Then, glue it onto

the back of the cab, with the roof butting up against the inside of the cab’s roof—you may need to notch out the radius of the cab roof a bit to get the shelter to nuzzle up against it properly. Note that on Spectrum locos I have not been cutting away the cab back to create an opening between the cab and shelter, mainly because the seats are glued in place, and I am afraid of damaging them trying to cut the back off. Once a brakeman figure is glued in place, this isn’t too noticeable.

Before gluing the shelter in place, I brush-painted it with Polly-Scale Steam Power Black. After gluing the shelter in place, I carefully bent the rear cab handrail to shape, drilled a #76 hole at the appropriate location (dictated by where the re-bent handrail wanted to go), and popped the handrail in place.





Now for the neat detail—a poling pole! Once, a long time ago, if a switch crew was confronted with a reverse switch on a siding, and needed to put the car they were picking up behind the engine (or vice-versa for a drop-off), they would use a long, hardwood stick to push the car out onto the mainline. The stick would be placed in the poling pockets of the freight car and engine. The stick was called a poling pole. It was about 12 feet long, and had steel caps on each end (See [http://humelumber.blogspot.com/2005/12/bumper-](http://humelumber.blogspot.com/2005/12/bumper-for-hon30-keystone-shay-nwsl.html)

[for-hon30-keystone-shay-nwsl.html](http://humelumber.blogspot.com/2005/12/bumper-for-hon30-keystone-shay-nwsl.html), about half-way down, for reference.) I made mine from a round tooth-pick, cut to 12 feet scale length, with the blunt end where I cut re-shaped, and then stained with shoe polish in alcohol. Note that I forgot to touch the ends with a silver-gray paint to represent the steel caps. The hangers are 0.020" brass rod, flattened on one end, shaped into hooks, glued into #76 holes drilled into the tender, and then brush-painted black. The poling pole was then glued to the hangers with gel ACC.



The back and engineer's side of the tender came next. I glued a plastic backup light of unknown origin to the top of the tender deck. A Cal-Scale backup light casting would work here. The rear steps came from a Spectrum Long Vanderbilt tender. Again, Cal-Scale or PSC would have suitable castings, or you could

scratch these from styrene. Finally, Cary re-rail frog castings were glued just above the tender frame. The backup light had a suitable MV Lens glued into place. A Kadee #58 "whisker" coupler was installed into the tender draft gear box.





The finishing steps were to letter the engine and tender using Champ decals. I selected 2784 as the engine number since I was able to locate photos of both sides of this engine in the available commercial press. After decaling, the areas with decals had Polly-Scale flat finish sprayed on; I also carefully sprayed any areas that had glue marks. The engine was then weathered using thinned Polly-Scale earth, rust, and grime colors. A brakeman's figure was glued into the head-end brakeman's shelter, and real coal, crushed and sifted to HO scale size, was glued onto the tender coal casting.

If I were to make any other change to one of these engines to make it more like the B&O prototype, it would be to swap the sand dome location with the bell. Supposedly, the domes are attached to the boiler with screws, so this may not be that hard of a conversion. Something to consider would be more correctly shaped domes as well. However, by doing the detailing I did, you will have an engine that looks like it belongs to the B&O, and is a true operating champ to boot.

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## 2008 ANNUAL CONVENTION MODEL CONTEST

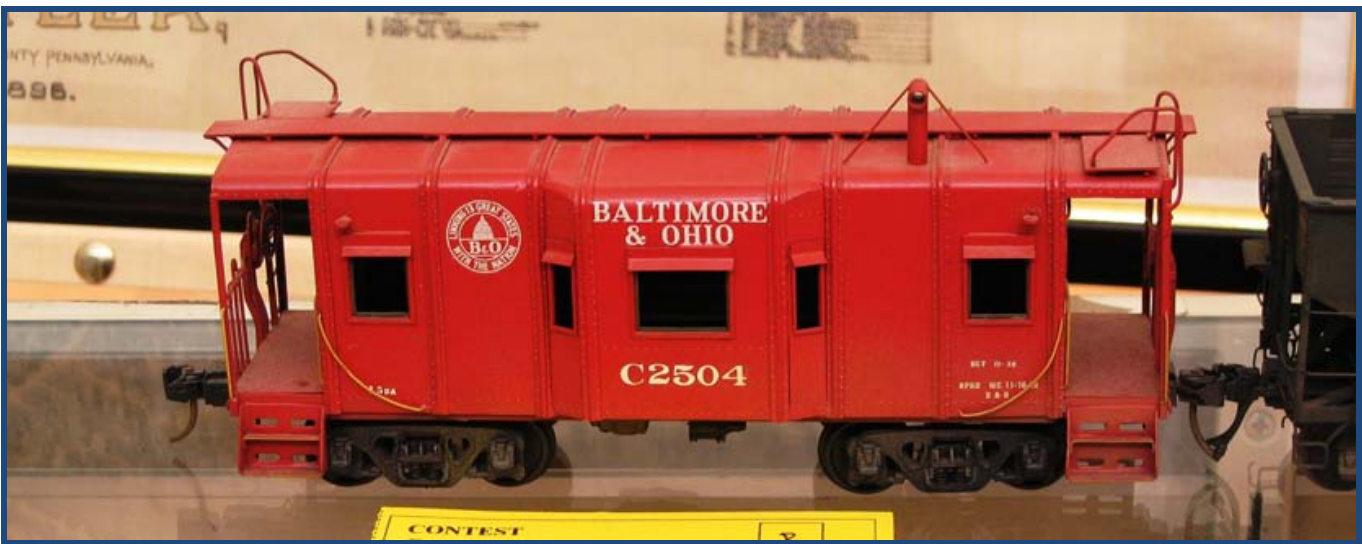
By: JOHN TEICHMOELLER

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.

The model “contest” this year was similar to those of the past and at the same time a little different. There was very modest participation in the customary model “contest.” Allen Young had prepared the necessary forms and paperwork, and Kay Emerson graciously allowed herself to be drafted as contest registrar. Models were entered by Larry Kline, Bruce Elliott, Bob Meier and yours truly. In the end, no ballots were tabulated and no winners were announced, but the all of the participants and convention attendees enjoyed viewing the models. The 2009 Convention is just around the corner. Please bring your favorite models to display and let others enjoy your handiwork.



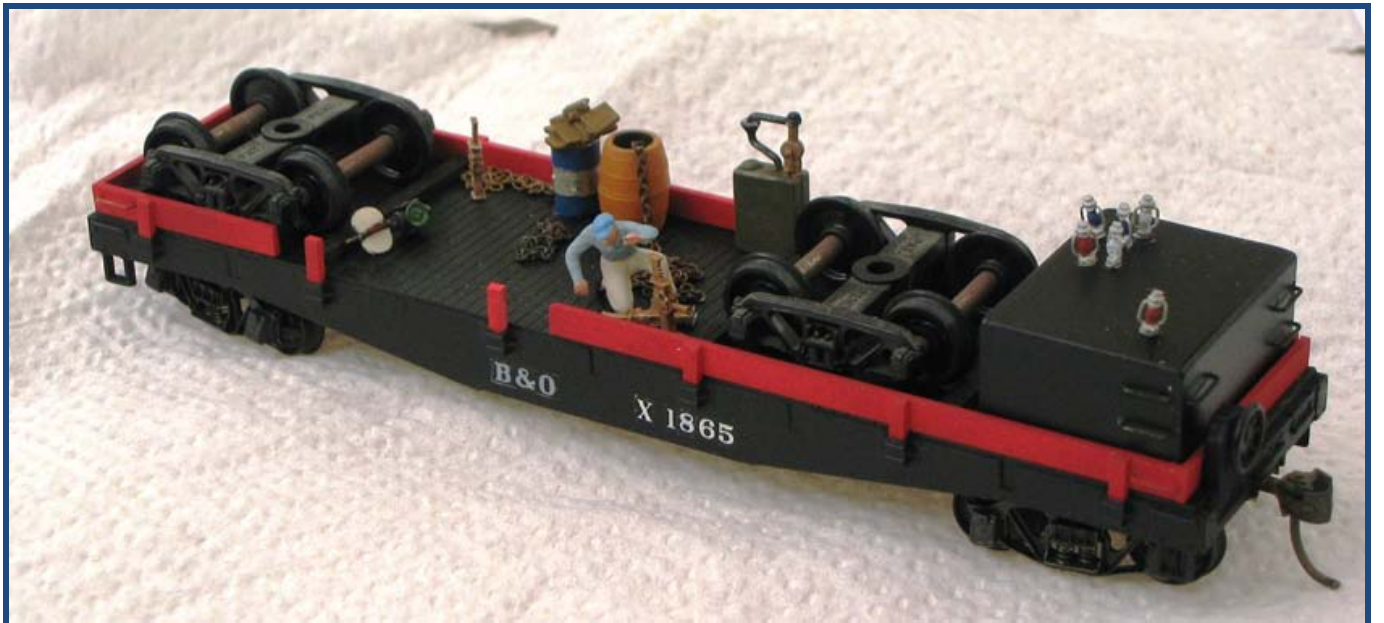
HO Scale I-12 in Pool Service by Bob Meier.



HO Scale I-5b by Larry Kline.



HO Scale Service Camp Car X2583, Inspired by a photo of car taken in Newark, OH. Model by Bruce Elliott.



HO Scale Service Flat Car X1865, Inspired by a photo of the Brunswick Relief Train, this car was paired with Steam Crane X-45. Model by Bruce Elliott.





HO Scale F-7 by Bob Meier.



O Scale N-17 by Larry Kline.



HO Scale motive power and cabooses.



O Scale I-17 Caboose C2874. Model by Larry Kline



HO Scale B&O Barge No. 407. Model by John Teichmoeller.

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